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CENTRAL INTELLIGENCE AGENCY

INFORMATION REPORT

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COUNTRY Bulgaria

REPORT

SUBJECT Airfield Information

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(FOR KEY SEE REVERSE)

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Balchik Airfield

1.

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an unknown number of twin engined "Tupolev" and "Petlyakov" bombers are stationed at this field and that both types of airplane are equipped to carry torpedoes.

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Bezmer Airfield

2. The Bezmer Airfield is located 10-12 kilometers southwest of Yambol and 200-300 meters north of the Nova Zagora-Yambol railroad line. It has a 2000-2500 meter northeast-southeast concrete runway. There are an unknown number of buildings at the airfield.

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3.

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saw 6-8 MIG-15 type planes and two U-2 type biplanes at the field. that the airfield had been especially constructed to accommodate jet planes.

Dolna Mitropoliya Airfield

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4. (The following description is keyed to Appendix A to this report). The airfield is located just south of Dolna Mitropoliya village (N 43-27, E 24-31), (Figure A). The Pleven-Trustenik road (Figure B-C), separates the airfield from the village. The Gorni Dubnik-Nikopol railroad line passes east of the field. A large oil-cake factory (Figure 1), built in 1952, is northeast of the field. There is a small hill about 40 meters west of the airfield but neither this nor the factory chimney interfere with air traffic.

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5. The airfield is about 1500 x 1000 meters and is rectangular. The airfield has a grass surface and is very slightly inclined. There is no special drainage system. There is a 10 meter wide concrete hardstand (Figure 15), in front of each of the hangars. Southerly and southwesterly winds prevail.
6. The airfield is supplied with water and electricity from unknown sources. The airfield has a telephone network of unknown capacity. Four or five 15-meter high radio antennas are located north of the field (Figure 16). There are no radar installations.
7. Landing directions are indicated by cloth "T's" during the day and by colored flares at night. The field is not equipped with landing lights. There were an unknown number of "LAZ" type night bombers located at the field. These were kept in hangars. There are three 40 x 15 meter hangars (Figure 5). There is also an aircraft repair shop (Figure 6).
8. The fuel depot is located in the northeast corner of the field (Figure 2). This consists of two gasoline tanks and many small gasoline barrels stored in the open. These are all camouflaged with brush and brambles. As the area is beside the road, there are signposts warning motorists not to stop.
9. The airfield was formerly both a civilian and military airfield. It is now entirely at the disposal of the "Georgi Benkovski" Military Aviation School, Podelenie 25930. The field is managed by the unidentified commander of the school. Besides the teachers and students, there are a small number of Army and Air Force enlisted men stationed at the field.
10. The administrative officers and airfield headquarters are located in a 2-story 60 x 25 meter building (Figure 7). The school building (Figure 8) has four stories and is about 80 x 20 meters. The basement of this building is used as a food storehouse. School and Air Force personnel are housed in 2-story barracks buildings of various sizes (Figure 4), and Army personnel are housed in smaller building (Figure 3). There is a 3-story, 30 x 15 meter infirmary building. The officers' club is on the first floor of this building (Figure 9). The mess hall is shown by Figure 11, the bakery by Figure 10, operations office by Figure 12, volleyball courts by Figure 13, and soccer field and stands by Figure 14. There is no large scale construction work being done at the field.
11. Only the headquarters building is camouflaged by multi-colored paint. The northern boundary and half of the east and west boundaries have barbed wire entanglements. There are sentry posts at the entrance gate, beside the fuel depots and on the western boundary of the airfield. There are no antiaircraft guns at the field.

Gabrovnitsa Airfield

12. [redacted] an airfield for jet planes was under construction at Gabrovnitsa village.

Krumovo Airfield

13. In the spring of 1952, [redacted] an unspecified number of "11-10" type Soviet attack planes were stationed at this field.

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Ravnets Airfield

14. [redacted] existence of the Ravnets Airfield [redacted]
[redacted]

15. In the summer of 1953, [redacted] Aero Club sponsored by the DOSO (Dobrovolna Organizatsiya za Sudeystvie na Otbranata; Voluntary Organization to Facilitate the Defense) in Burgas that there were both MIG-15 and YAK-28 jet planes located at the Ravnets Airfield.

Sarafovo Airfield [redacted]

16. The following description is keyed to Appendix B to this report. The Sarafovo civilian and military airfield is located 4-4.5 kilometers northeast of the outskirts of Burgas and about 1.5 kilometers east of Atanosovsko Lake. Sarafovo village (Figure A) is on the east boundary, and fields belonging to the agricultural cooperative (Figure B) and the Burgas-Pomorie road (Figure C-D) are on the south. The Burgas-Stalin road (Figure C-E) passes on the west. A cart track, closed to vehicles when flights are being made, crosses the south-west corner of the field (Figure F). The Burgas-Pomorie railroad line passes about 500 meters west of the field and there is a station near the field.
17. The airfield is an approximate rectangle about 3000-4000 x 2000-2500 meters.¹ The airfield has a grass surface, and there are no concrete runways. The altitude on the eastern side is approximately 50 meters above sea level. The field slopes downward toward the west. There is no artificial drainage system. The soil of the field is soft and becomes muddy during the winter months and when it rains, erosion ditches are formed.
18. There are heavy fogs at the field in the autumn which create a hazard for planes not equipped with radios. The prevailing winds are westerly until about 1000 hours and easterly at night. Because of the slope of the field, take-offs are usually made cross wind. Commercial and DOSO planes take off northeast and southwest, and military planes take off northwest and southeast. There are no near-by obstacles.
19. The eastern section of the field is used by the DOSO and by TABSO (Bulgaro-Suvetsko Druzhestvo za Vuzdushni Transporti; Bulgarian-Soviet Association for Air Transport). The western section of the airfield is used by the military.
20. Figure 1 of Appendix B shows a new terminal building which was being constructed in the summer of 1952. The twin engine "LI" transport planes, carrying 15 passengers, belonging to TABSO park in front of this building.
21. Three large and several small buildings (Figure 2) have been taken over by the DOSO Aero Club. In the summer of 1953 there were three or four "LAZ" trainers which were kept parked in front of these buildings and were used by the members of the Aero Club.
22. The meteorological station for the airfield is located in the second floor of a two-story whitewashed building (Figure 3) surrounded by a garden in which there is a recording automatic barometer, thermometer, hygrometer, anometer and equipment for weather balloons. On the roof of the building is a wind direction indicator. The personnel of the meteorological station consisted of the chief, Senior First Lieutenant Georgi (lmu), two civilians, a woman Second Lieutenant in the Air Force and two or three enlisted men.
23. There is a radio station (Figure 4) which includes three steel masts, 15, 20 and 30 meters high, which form a triangle with antennae connecting them. Inside the triangle is a small one-story building containing unknown equipment. There is also a concrete radio building in the military section (Figure 7).

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24. There is an underground telephone cable connecting the civilian and military sections of the airfield and the airfield has outside telephone connections.
25. There are no hangars, warehouses, depots or electric power plant in the civilian section. There are no hangars or places to conceal planes in the military section but informant does not know whether or not there are warehouses, depots or an electric power plant there. The airfield is supplied with water.
26. There are 10-15 gasoline barrels in the civilian section which are used by the DOSO planes. The TABSO planes are supplied from gasoline transport trucks. There are a gasoline depot and 40-50 gasoline barrels visible in the military section (Figure 5).
27. The military installation consists of a concrete mess hall (Figure 6), concrete headquarters building (Figure 8), two concrete barracks buildings (Figure 9), a small repair shop and some small wooden huts (not shown).
28. A canvas "T" is used to indicate landing direction. Training traffic is controlled by red and white flags or red and green rockets. Commercial traffic is controlled by radio.
29. In August 1952, there were nine "YAK-9p" fighters located in the military section of the field. They were kept parked (Figure 10) in front of the radio building and were covered only with green tarpaulins.
30. There is no antiaircraft artillery at the field. There are 5-10 militiamen located in the civilian section but these do not stand guard. Only about 400 meters of the western boundary has wire entanglements. Sentries are posted at each end of this entanglement and at the entrance gate. Two of the "YAK-9p" planes are always alerted, and the pilots remain in the planes.
31. Until 1952 the military section of the airfield was used as a training field only during the summer. Beginning in 1952, the airfield was used as a permanent military airfield.

Yambol Airfield

32. The Yambol military airfield is located 2500-3000 meters northwest of Yambol. The Yambol-Burgas railroad passes 50-100 meters east of the field. The Yambol railroad station is about 200-300 meters south of the field.² The Yambol-Sliven road passes south and west of the field at a distance of about one kilometer. There is a 1500-2000 meter road branching off from the Yambol-Sliven road over which all of the airfield motor traffic passes. There is a stabilized road directly to the airfield from the Yambol railroad station but this is used only by pedestrians. There are vineyards on the south and west and fields on the north sides. The airfield is about a 1000-1500 x 800 meter rectangle. (Yambol station is Figure A on Appendix C).
33. The field slopes slightly towards the east, which provides natural drainage. The surface of the field is grassy and the soil is firm so that flying is not interrupted in inclement weather. North winds prevail.
34. There is a 30 x 25 meter concrete strip located about 25 meters in front of one of the hangars (Figure 13 on Appendix C). This was formerly used to land lighter-than-air craft but is now badly cracked.
35. The following description is keyed to Appendix C to this report. There are five 80 x 25 meter hangars at the field. Four of them are used to store planes (Figure 1), and one is used for planes under repair (Figure 2). Dismounted motors are tested in a building near this hangar (Figure 3).

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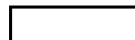
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- 25X1 36. There is a two-story 20 x 20 meter repair shop (Figure 4) where motors are repaired and where airplane wings and fuselages are rebuilt. The administrative offices of the repair shop are behind it (Figure 5). In the summer of 1952, there were civilian foremen and workers headed by Air Lieutenant Colonel Yanakiev. The administrative offices are in a 25 x 10 meter two-story building.
- 25X1 37. The Air Force headquarters are in a two-story building (Figure 7). Part of this building contains the meteorological station which is three stories in height plus a control tower. The overall length of the building is 70-80 meters.
- 25X1 38. There are many dormitories and barracks buildings (Figure 11). The mess hall is behind the meteorological station (Figure 10). The only construction work that informant saw was that of a dormitory building.
- 25X1 39. Underground fuel depots and about 200 gasoline barrels are located in the northeast corner (Figure 9). This area is surrounded with wire entanglements and a guard is posted. Fuel is brought from the Yambol railroad station in gasoline transport trucks.
40. The airfield receives water and electricity from Yambol. Portable radio sets are used at the field. Informant observed no radio building or antenna masts.
- 25X1 41. There is a canvas landing "T" which is illuminated at night. There are red lights at 100 meter intervals along the edges of the field (Figure 12) to facilitate night landings. Sometimes the control officer regulates traffic by colored flags.
42. There were about 10 "LAZ"³ trainers and an unknown number of U-2 aircraft at the field. U-2 aircraft are repaired at Yambol field. Informant saw no other type of aircraft at the field.
- 25X1 43. [redacted] there was an air training regiment and army units of unknown type and size stationed at the field. There were two Soviets wearing civilian clothes at the field. One was an adviser in the repair shop and one was an adviser to the pilots.
44. [redacted] no antiaircraft artillery. The buildings are camouflaged with multi-colored paint. [redacted] the east and south borders had wire entanglements and that there was a guard at the entrance gate.
- 25X1 45. [redacted]
- [redacted] Comments:
1. [redacted]
2. [redacted] the railroad station is about one kilometer southeast of the airfield.
3. "LAZ" planes were used as trainers at Sarafovo field but as light night bombers at Yambol field.

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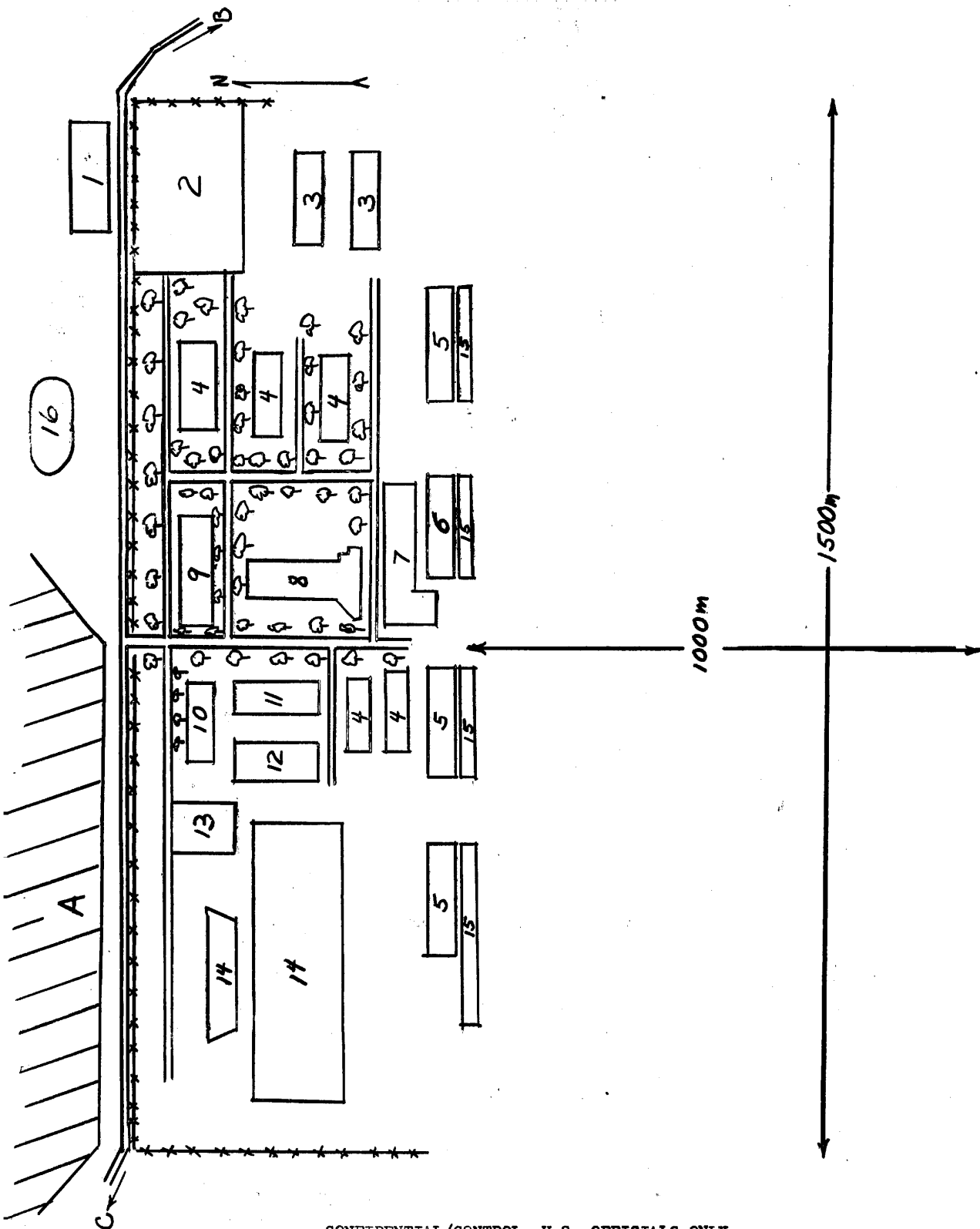
Appendix A

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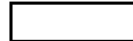
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Dolna Mitropoliya Airfield



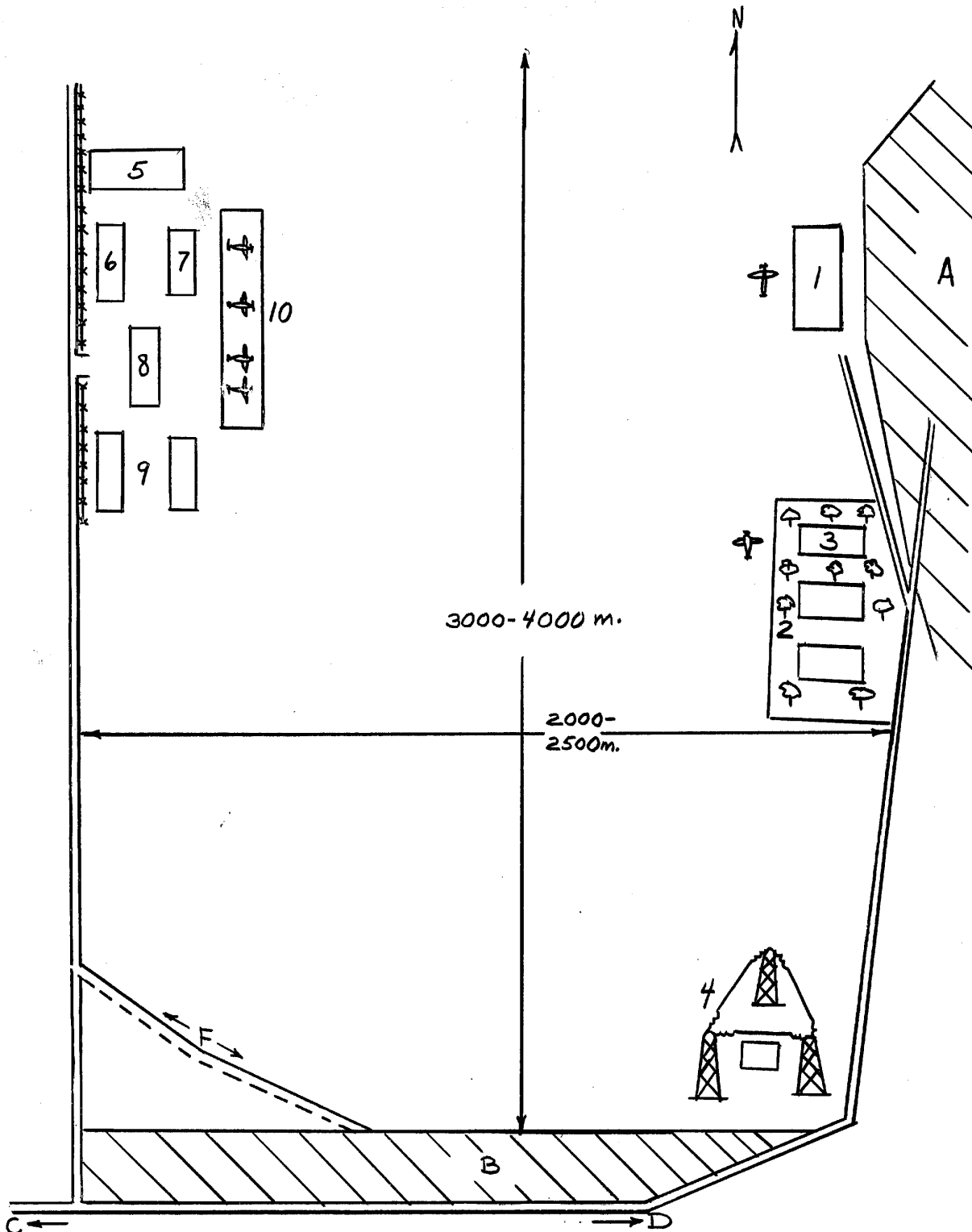
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Sarajevski Aerodrom



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Yambol Airfield



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